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# THE STORY OF THE HARVARD-YALE RACE

1852-1912

By  
**James Wellman**  
and  
**Dr. Walter B. Peet**

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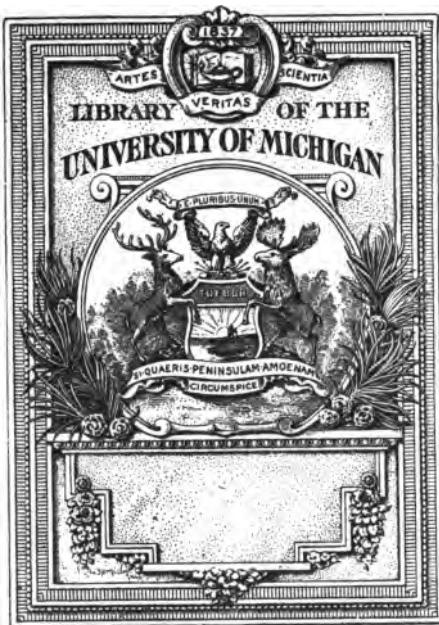
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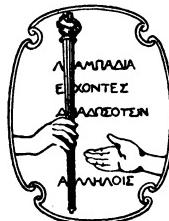
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THE STORY OF THE  
HARVARD-YALE RACE  
1852-1912

BY  
JAMES WELLMAN  
AND  
DR. WALTER B. PEET

WITH A COMPLETE RECORD  
AND ILLUSTRATIONS



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# THE STORY OF THE HARVARD-YALE RACE<sup>1</sup>

## PART I

1852-1885

THE year 1912 brings the sixtieth anniversary of the first meeting between Harvard and Yale as rivals in sport. Their race in 1852 initiated a series of varied athletic contests, in which nearly all our better-known colleges have at one time or another taken part. Out of that race grew all American college boating. To it must be ascribed, indirectly, the credit of the physical development which many graduates trace back to the boating of their college days. For Harvard and Yale, by inaugurating races and other contests between students from different institutions of learning, furnished a needed stimulus to care of the body as well as of the mind, and hastened the recognition of physical education as an essential part of the college curriculum. If the benefits of college boating were limited to the six or eight representative oarsmen, the value of boating might well be questioned. But such is not the case. The fact that a picked crew is to be sent out to do battle against a rival does assuredly help to draw hard-reading men from their sedentary life to the

<sup>1</sup> Reprinted from Harper's *Boating Book*.

gymnasium and the river. Without these annual races boating at Harvard and Yale would languish, and perhaps utterly perish. The years which have passed since these colleges were first pitted against each other on the water has brought a marked improvement in the physical welfare of the average college student, and in this, as I have indicated, the Harvard-Yale race has been no unimportant factor.

As regards equipment and methods, it is more than improbable that any changes which the future may bring will be as sweeping as those included in the records of the first thirty-three years of these contests. There will be no transition comparable to that from the clumsy barge, three and a half feet wide, rowed on the gunwale, to the slender shell of recent years. There will be no such series of changes as were presented by the early scratch-races on Lake Winnipiseogee, the turning races at Worcester, with their uproarious accompaniments, the intercollegiate regattas at Springfield and Saratoga, culminating in 1875 in the beautiful spectacle of thirteen six-oared crews ready at the starting-line, and finally, the eight-oared contests which began between Harvard and Yale in 1876, and between Cornell and the field in 1895 at Poughkeepsie. The conditions of both races have been well tried, and nothing better has been found.

But the experience and general perfection of methods represented in the college races of to-day are derived from much vain groping in the dark, from beginnings and experiments which seem laughable enough in the light of our present wisdom, and from many costly blunders. Many an

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old oarsman feels even now a dull ache at his heart as he remembers how the result of some hard-fought race betrayed his faith in a new "rig," a new stroke, or a new system of training. There may still be graduates who recall the fifty and sixty strokes to the minute, pulled by the men of the early days, and they may be inclined to regard the sliding seats and slower stroke of to-day as signs of degeneracy. *Consule Planco*, "when Wilbur Bacon pulled stroke of Yale," or, "when Harvard sent forth the Crowninshields, Watson, the McBurneys, and the Lorings," "then, indeed, there was a race of giants upon the earth." Well, the race endures, and the men who represent the two universities at New London, year by year, sustain the traditions of their predecessors. No Harvard or Yale graduate will admit that his interest in the race has waned. He may care little for other victories, except in football, but he never fails to watch the wires when the decisive news is expected from New London. No one but a Harvard or a Yale man can fully understand the force of this feeling. Properly directed it is a stimulus to open and honorable emulation. Left uncontrolled it has led in the past to recriminations and ruptures which, I have faith to believe, have occurred for the last time.

Boating began at both Harvard and Yale about 1844, but received little attention from the majority of the students until after the first Harvard-Yale race, in 1852. The challenge came from Yale, and was accepted by the Oneida Club of Harvard. The date of the race was August 3d, and upon August 10th, according to the fashion of those leisurely times, the New York *Tribune* published a report

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sent by a correspondent at Center Harbor, N. H. This account was as follows:

The students of the Yale and Harvard boat-clubs met each other in the depot hall at Concord, where mutual introductions took place, and they proceeded together to Weirs. Here the "Lady of the Lake" was in waiting to convey them to Center Harbor, where they arrived after a delightful trip of an hour and a half, just in time for a splendid dinner at the Center House. Some idea of the immense capacity of these boats may be gained from the fact that the captain requested the passengers not to seat themselves all on one side of the boat. . . . The students have free passage in her to any part of the lake; and indeed their whole trip, as we understand, was free, the expenses being defrayed principally, we understand, by the Boston and Montreal Railroad Company. . . . The Yale boats arrived on Monday, which was mostly spent in fishing and practising for the regatta on Tuesday. The boats are: From Harvard, the *Oneida*, 38 feet long, 8 oars; from Yale, the *Undine*, 30 feet long, 8 oars; the *Shawmut*, 38 feet long, 8 oars; the *Atlanta*, 20 feet long, 4 oars.

There is but one boat-club in existence at Harvard at present, which accounts for their sending but one boat. The crew have evidently had considerable practice—somewhat more than the boats at Yale. The *Oneida* is quite a model for fleetness and beauty. The first regatta was run on Tuesday at eleven in the morning. The shore was lined with a numerous and excited throng, and the betting ran quite high. At the third blast of the bugle, the boats shot forward almost with the speed of race-horses, while the band on the shore struck up a lively tune. The sight was perfectly enchanting, scarce a breeze ruffled the water, and the whole crowd were anxiously bending their gaze upon the boats, which were flying over the water with all the speed which the vigorous and rapid strokes of the young oarsmen could produce. Meanwhile, the little parties who were out in skiffs were urging on the oarsmen with encouraging shouts as they rushed by them. The distance to be run was about a mile and a half, to a boat anchored off upon the lake. The *Oneida* ran the distance in seven minutes, the *Shawmut* being about two lengths behind, while the *Undine* and *Atlanta* pressed closely after.

This was what was denominated the scrub-race, being merely a trial of the strength of the respective crews and no prize being awarded.

The grand regatta came off this afternoon at four o'clock. The boats (with the exception of the *Atlanta*, which was not allowed to compete

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for the prize on account of its inequality in size and number of oarsmen) started at the distance of about two miles from shore and ran directly for the wharf. A large boat, with the band on board, was stationed midway upon the lake and [the boat?] played some very fine airs for the benefit of the lookers-on, for it evidently attracted no attention from the oarsmen, who were altogether too busily occupied.

The result of the race was the same with that of the first, the distance between the boats being almost exactly the same.

A fine pair of black-walnut oars, tastefully ornamented with silver, was presented to the *Oneida*, with an appropriate speech, by the Chairman of the Deciding Committee.

The first move toward an intercollegiate regatta was made by Harvard in 1858. Yale, Brown, and Trinity responded to her call; but the drowning of the Yale stroke, Mr. George E. Dunham, at Springfield, July 17, 1858, caused the abandonment of the race. The first regatta in which more than two colleges participated was not rowed until the following year, and the second and the last general regatta, for a period of ten years, was held in 1860. The experience of the Brown crew was not calculated to encourage other entries. Then the war, and certain restrictions imposed by the faculties of Harvard and Yale, made the boating record a blank until 1864. In 1865 Yale's time, first announced as 17m. 42½s., was afterward, according to the *Harvard Book*, "declared by both judges and referee to be a mistake." In this publication the Yale time is given as 18m. 42½s. The author of *Yale Boating* claims the faster time. In the Citizens' regatta, on the same course, a day later, the time of the Yale crew was 19m. 5½s. In 1869 Harvard, after sending her four best oarsmen to England, won an unexpected victory from Yale at Worcester. Two of the Worcester crew afterward took the places of

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the men originally selected to meet Oxford. An unfortunate foul in 1870 caused an angry and protracted discussion, which was taken up by the daily press. This was the last of racing at Worcester. The advantage of the landlocked Quinsigamond course was its freedom from rough water. Its disadvantages were the necessity of a turning race, with the chance of fouls at the stake, and comparative inaccessibility. In the opinion of Yale the general sentiment of the good people of Worcester was strongly in favor of Harvard. In the opinion of Worcester's sedate citizens, the uproar which annually began at the Bay State House, and drove sleep from almost the entire city, finally became too dear a price to pay for the visits of either Harvard or Yale oarsmen and their friends.

So a new era was inaugurated. Yale positively refused to row at Worcester. The New London course was examined, and the report was favorable. But in April, 1871, Harvard, Brown, Amherst, and Bowdoin organized the "Rowing Association of American Colleges," for the management of an annual regatta on a three-mile straight-away course, and Springfield was selected for the first race. Yale neither participated nor consented to Harvard's acceptance of her challenge, which named Springfield and the intercollegiate regatta as the place and time. Harvard's second acceptance came too late, and 1871 was the only year since 1863 when Harvard and Yale failed to meet. Harvard's unexpected defeat by the Amherst Agricultural crew proved a text for much newspaper moralizing as to the superiority of "brawny country boys" over "pampered city youths," and others of the smaller colleges were

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encouraged to enter the competition. When, in 1872, Harvard was defeated by Amherst and Yale was the last of the six crews, the boating-fever broke out at almost every college which could possibly equip six oarsmen. Eleven crews entered in 1873, the year of the famous "diagonal line finish." The flags, first given to Harvard, were afterward recalled, and the race was awarded to Yale. The referee's decision is final. But those who care to review this curious controversy will find in the *Harvard Book* an explanatory diagram and various proofs and arguments which will appear convincing until the reader turns to the evidence and the special pleading set forth in *Yale Boating*.

The crooked Springfield course presented peculiar difficulties to both judges and spectators, as is vividly suggested by the following account of the race of 1873, written for the *New York Tribune*, by Bret Harte:

The great race was coming. It came with a faint tumult, increasing along the opposite side into the roars of "Rah!" and yells of "Yale!" like the bore of the Hoogly River—and then, after straining our eyes to the uttermost, a chip, a toothpick, drifted into sight on the broad surface of the river. At this remarkably and utterly novel sight we all went into convulsions. We were positive it was Harvard. We would wager our very existence it was Yale. If there was anything we were certain of it was Amherst; and then the toothpick changed into a shadow, and we held our breath; and then into a centipede, and our pulses beat violently; and then into a mechanical log, and we screamed of course it was Harvard. And then, suddenly, without warning on shore, and here at our very feet dashed a boat the very realization of the dream of to-day—light, graceful, beautifully handled, rapidly and palpably shooting ahead of its competition on the opposite side. There was no mistake about it this time. Here was the magenta color, and a "Rah!" arose from our side that must have been heard at Cambridge—and then Yale on the other side, Yale the indistinguishable, Yale the unsuspected—won!

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The dispute of 1873 put a greater strain upon the relations of Harvard and Yale. A new race of oarsmen had come forward in 1872, headed on the Yale side by Robert J. Cook and at Harvard by Richard H. Dana, 3rd. The rivalry was intense, and when, at Saratoga, in 1874, Harvard was fouled by Yale, there was an outpouring of the spirit at the lake and an outbreak of hostilities in the town, in the presence of which no one would have dared to predict such harmony as now attends the meeting of Harvard and Yale at New London. But the succeeding years brought satisfaction to both sides. In 1875 Harvard defeated Yale, and in the first of the eight-oared races at Springfield, in 1876, Yale was easily victorious over Harvard. In the four intercollegiate regattas engaged in by both Harvard and Yale, Harvard took second place once and third place three times, while Yale was sixth in 1872, first in 1873, ninth after the foul of 1874, and sixth in 1875.

The race of 1875 at Saratoga was the first in which the plan of rowing in "lanes" marked out by flags was adopted, and in consequence there was a total absence of fouls. It may be because this race was the first which I had seen that it appeared to me an extraordinarily beautiful spectacle; but I still think that the sight of thirteen six-oared crews in line was sufficient warrant for certain descriptive extravagances. The newspapers that year, as at the two preceding regattas, devoted pages to detailed accounts of the training, stroke, boats, and even the personal peculiarities of the oarsmen. The crowds of summer visitors in the grand-stand and on the shore were merely the background for the kaleidoscopic ribbons of the intent, excited, uproarious mob which

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represented thirteen colleges. What bitter memories could resist the wild celebration which followed the race? Harvard and Yale joined in congratulating victorious Cornell, marched together in a tumultuous procession, and mingled in a fraternal embrace.

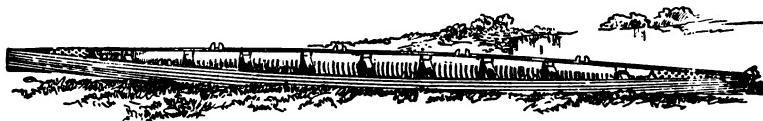
But this reconciliation really meant the end of the unwieldy Intercollegiate Rowing Association. Frequent postponements on account of rough water had shown the uncertainty of the Saratoga course, the only one available for a race with so many participants. Now that Harvard and Yale were able to arrive at a clear understanding, the advisability of returning to an independent contest was conceded on both sides. Yale withdrew from the association, and challenged Harvard to a four-mile eight-oared race. The challenge was accepted. Harvard alumni decided that a crew should be sent once more to an intercollegiate regatta, and, as a point of honor, Harvard was represented by a six-oared crew in the Saratoga race of 1876, as well as by an eight-oar in the contest with Yale at Springfield. Harvard rowed a separate race against Columbia in 1877, but the day of general intercollegiate races was ended for both universities, and their one distinctive race has remained a dual contest, with two exceptions—1897, when both took part in the Poughkeepsie regatta which was won by Cornell, and 1898, when Cornell won against Harvard and Yale at New London.

The improvement in the boats used in the Harvard-Yale races amounts to a revolution. The first boat owned at Harvard was the *Oneida*, built for a race between two clubs

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of Boston mechanics, and purchased in 1844 by members of the class of 1846. She was a type of all the club-boats down to 1855. According to the *Harvard Book* the *Oneida* was "thirty-seven feet long, lap-streak built, heavy, quite



THE "ONEIDA," THE FIRST HARVARD RACING-BOAT

Bought in 1846 and used for thirteen years

(By the courtesy of the "*Owing Magazine*.")

low in the water, with no shear, and with a straight stem. Her width was about three feet and a half in the widest part, and she tapered gradually toward bow and stern. She was floored half-way up to the gunwale with wooden strips, and had a hard-wood grating in each end. These gratings were kept unpainted and oiled; and, although used by the bow-oar sometimes to walk on in using his boat-hook and in setting and striking colors, they were the principal vanity of the boat. Many a hard day's work have members of her crew done in sandpapering and polishing these gratings when things were to be made shipshape for some special occasion! The boat had plain, flat, wooden thole-pins fitted into the gunwale. Her oars were of white ash, and ranged from thirteen feet six inches long in the waist to twelve feet at bow and stern. A plain bar of hard wood served for stretcher, and each seat had a red-baize-covered cushion. The tiller-ropes were stout, covered with canvas, and finished at the end with a knot known as a 'Turk's head.'

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The captain's gig of a man-of-war will give a very good idea of her general fittings."

Such was the first boat entered by Harvard in a race against Yale. The *Oneida* was used continuously for thirteen years by Harvard students, and tradition has it that she was never beaten in a race. The boats entered by Yale in the race of 1852, the *Halcyon*, or *Shawmut*, and the *Undine*, were of a similar pattern. In the race of 1855 the Harvard eight-oared barge was slightly outriggered with wooden pieces spiked to the gunwale; but the crack Harvard boat was supposed to be the Y. Y., a four-oar from St. John, fairly outriggered and furnished with oars of spruce instead of ash. The Yale boats, spoken of as much superior, had "bent wooden outriggers, braced like those of a wherry, running from the bottom of the boat across the gunwale."

This was the first appearance here of outriggers, although they were used in the Oxford-Cambridge races after 1846. Oddly enough, the boat most deficient in these appointments won the race. Soon after, Harvard obtained from St. John an eight-oar, built especially for racing, fifty-one feet long, a lap-streak, fairly outriggered, without a rudder, and decked over with canvas fore-and-aft. This, the first university, as distinguished from club-boat owned by Harvard, was never used against Yale. Meantime, the use of outriggers and spoon-oars was becoming more general at both colleges, thanks to the influence of English boat-builders and the St. John oarsmen. In the fall of 1857 James Mackay, an English resident of Brooklyn, built for Harvard the first six-oared shell ever constructed in this country. The *Harvard* was forty feet long, "made short in order to turn a

stake easily," twenty-six inches wide amidships, and carrying iron outriggers, although the oars were not kept in place by wires. The material was white pine, and the boat weighed one hundred and fifty pounds. The *Harvard* was shorter, wider, and higher out of water than the modern racing-shell, but the general plan of construction was similar to that now followed. The new shell was tested in local races. "The fight between the *Merrimac* and wooden frigates was not more decisive, and lap-streak boats were henceforth useless for racing."

In 1859 Yale appeared at Worcester with a new shell, built by Mackay, and with spoon-oars. The Yale shell, built of Spanish cedar, was forty-five feet long, twenty-four inches wide, eight inches deep. With her crew she drew four and a half inches of water. Each boat weighed one hundred and fifty pounds. The Yale shell, which was rigged for a coxswain, although said at the time to be the fastest racing-boat in America, was afterward pronounced unsatisfactory by a member of the crew. "The stroke was on the port side, the outriggers were shaky and short, and the spoon-oars were but ten feet long, the length of single sculls." This boat was received only three days before the race by a crew which had practised in a lap-streak without a coxswain, with oars thirteen and a half feet long, and the stroke on the starboard side. In consequence of the shortness of the oars the Yale crew was forced to increase their stroke from thirty-eight to forty-five, and, in a final spurt, to sixty. The Harvard crew rowed without coxswain or rudder. Under these conditions the first race between the shells was pulled. As the record shows, Harvard won the

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regular university race on July 26th, by sixty seconds, to be beaten by two seconds in the "Citizens' regatta" on the following day. This was Harvard's first defeat by Yale.

The result was significant. The two lap-streaks entered in the first race were easily left behind, and the time made indicated a remarkable advance, in so far as the records of those years may be trusted. Yale's time, 19m. 14s., was the best ever made, except that of the Harvard crew, 19m. 11s., in a Beacon cup regatta at Boston—a comparison which may be accepted for what it is worth, since both courses and times were unreliable. Thus the superiority of the shell was clearly demonstrated. And another important outcome of these two races was Harvard's adoption of "a rudder connected with the bow-oarsman's feet by wires." In the "Citizens' regatta" Harvard drew the side more exposed to the high wind, which blew across the course, "some of the gusts being so strong that twice on one side the crew were obliged to hold water to get the boat's head around." Little importance is attached to the influence of the wind by Yale writers in view of Harvard's fast time; but the circumstance is mentioned here simply as the cause of a new departure in steering. Something had been done in this direction with the Harvard *Undine*, a four-oared boat, two years before; but the plan of a rudder worked by the bow-oarsman was not adopted until the "Citizens' regatta" proved that a shell could not be satisfactorily steered by the oars. Although new boats were built for the Cambridge oarsmen the pine shell *Harvard* was used in 1860, winning three races, among them the race against Yale and Brown. In 1865 the *Harvard* was broken

up and her pieces preserved as relics. The oarsmen of those days cherished a personal regard for their boats which, I think, no longer exists. The lap-streaks used in the "irregular" races, and the first shells, were named, a custom long since abandoned, and after a service, in some cases of several years, the parting from these old boats was like a parting from old friends.

Yale introduced the use of sliding-seats in 1870. A correspondent, writing from Worcester, naïvely described the Harvard men as having "seats some eighteen inches long, running fore-and-aft, polished smoothly, and coated with grease, upon which they slide. The Yale men have seats so mounted that they slide themselves." Notwithstanding Yale's new device Harvard reached the turning-stake first, but was disabled at that point by a foul. Yale's time was slow—a fact due, probably, to delay at the stake. When sliding-seats were first used in the Oxford-Cambridge race, in 1873, the time was astonishingly fast. Harvard adopted the sliding-seat in 1872, and was defeated by Amherst, rowing with stationary seats; but Yale discarded the new invention in that year only to be the last of six crews. There was, therefore, some apparent reason for the earnest discussion, pro and con, which preceded the universal adoption of sliding-seats.

From 1873 on the changes in the rig of six-oared shells were only trifling modifications of tolerably well-determined standards. In 1876 "the Yale eight-oar was built by Keast & Collins, of New Haven, after the model of one built for Yale by Clasper, of Oxford (England), while the Harvard boat was the work of Fearon, of Yonkers. These

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were the first eight-oared shells that ever competed in America." Paper boats built by Waters, of Troy, were favored for a time. The average length of these boats was fifty-eight feet. In 1882 Yale appeared with a boat sixty-seven feet long, so rigged that the men sat together in pairs. The temporary substitution of paper for wood as the material for racing-shells, which began in 1868, and the introduction of swivel row-locks were peculiarly interesting experiments, although only the latter proved permanent.

Closely connected with the changes in boats is the development of boating methods, understanding by this phrase, training and styles of rowing. When the Harvard-Yale races began, such a thing as systematic physical education was unknown at our colleges. Dr. Sargent's scientific methods and his refinements in apparatus were not dreamed of. It was years afterward when Amherst became the pioneer in even and wholesome education of the body, and years after that when Cornell made general physical development an essential part of her curriculum. In 1852 the Harvard crew only rowed a few times before the race, "for fear of blistering their hands." The Rev. James Whiton, of the Yale crew, wrote, in a subsequent account: "As to training, as now practised, there had been none—only that some care was taken of diet on the day of the race, such as to abstain from pastry and from summer fruit, and to eat meat in preference. One of the Yale clubs thought it was a smart thing when they turned out on Tuesday morning, an hour before sunrise, took their boat into a secluded cove, and rubbed her bottom with black-lead." In

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1855 the Harvard men "had all rowed during the spring-time, and had the same general style." The Yale crews "rowed with short, jerky strokes, more than sixty [?] to the minute."

Up to 1864 the Harvard University crew had been beaten but twice—by the Union Club crew in Boston, 1857, and at Worcester in 1859. The Harvard men had the advantages of studying the St. John oarsmen, and they were near the water. "Yale never saw good rowing except at Springfield and Worcester." Nevertheless, the Yale crew of 1859 was put through a severe course of training. Winter gymnasium work was taken up at both colleges after the second race. Among rowing-men Yale's short, choppy stroke and Harvard's long swing soon became proverbial.

Training then, and for many years afterward, was largely guided by the crude empiricism of retired prize-fighters—"physic first, sweat and work down, no liquid, plenty of raw meat, and work it into 'em.' An intelligent knowledge of the subject on the part of medical men, or amateur athletes of experience, was almost entirely wanting.

The experiences of the Yale crews of 1864 and 1865 were forcible illustrations of old-school training. Mr. Edmund Coffin, a member of the Yale crew for three years, refers, in *Yale Boating*, to the training of those years as "more severe than any other college crews have ever had in this country. I believe the old and time-worn stories of raw beef, and the other things accompanying it, were facts with us; that training lasted about two months in its severity before the race. On week-days we rose about six, walked and ran before breakfast on an absolutely empty stomach,

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between three and five miles, running more than half the distance, and a part of that at full speed, often carrying small weights in our hands. Most of this running-exercise was taken in heavy flannels, for the purpose of melting off any possible fatty substance. After that we breakfasted, attended recitation for an hour, rowed about four miles, attended a second recitation, dined, rowed again the same distance, and had a third recitation in the afternoon. All the rowing was at full speed, much of it over the course on time. The bill-of-fare consisted of beef and mutton, with occasional chicken, toasted bread, boiled rice, and weak tea, no wine or beer, and very rarely vegetables." Such a system as this resulted in light crews, for one of its chief objects was "to get the men down."

In 1864 a professional trainer was first employed—Mr. William Wood—who was with the Yale oarsmen for four weeks before the race. In the same year "the Harvard men appeared with bare backs; and, as they had practised all the season thus stripped, presented a rich mahogany color, while the Yale crews, who had rowed in shirts, were milk-white by contrast. The *New York Sun*, in its account of the race, attributed the hue of Harvard's oarsmen to the use of some artificial coloring matter." It was at this race that the magenta and crimson became popularly confounded as the Harvard colors. Magenta was the color of the class of 1866, which furnished the entire university crew in 1865. The crew of the preceding year, unable to find crimson handkerchiefs at Worcester, substituted magenta perforce, although the color was called "red" in the programmes. Perhaps Worcester was the first town ever literally "painted

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red." In 1865 the shops contained nothing but magenta, and its use caused an erroneous impression, officially corrected some ten years later by a formal return to crimson. Yale's stroke in these two races was quick and jerky, the arms doing more than their share of the work. Harvard, pulling only thirty-six and thirty-seven to the minute, was severely criticized by the *New York Tribune*, which remarked editorially, in 1865, "No crew pulling less than forty to the minute has any right to expect to win a race."

But a change was at hand. Under Mr. Wilbur R. Bacon's splendid discipline Yale had been victorious for two years. Harvard was stimulated to new efforts, directed by Mr. William Blaikie and other veteran oarsmen. For the first time at Cambridge the rowing-men entered upon regular work in the autumn. On alternate days they ran five or six miles. The old-school training was radically changed. "Instead of training off flesh the maxim was, keep all the flesh you can, and do the prescribed work." A far more liberal diet was adopted and continued up to the race; and, as the result, a heavy, "beefy" crew, well trained, won the race of 1866. A close study was made of English rowing, improved rowing-weights were obtained, and on them the candidates for the crew pulled a thousand strokes daily throughout the winter, meantime applying the principles of the "English stroke." This meant more use of the back and legs, and a firm catch at the beginning of the stroke. Yale, although pulling a slower and longer stroke, still relied mainly on arm-work. In the race Harvard quickened up to forty-three; but Harvard's half-minute victory was considered due to her new style of rowing. Six years later

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Mr. Robert J. Cook imported and modified an "English stroke," which won success for Yale.

In 1868, a year distinguished for the sign-stealing, howling, and other nocturnal disturbances at Worcester, the styles of the two crews were described as follows: "Yale is dropping the rigid-arm stroke. The men reach well over their toes and come back with a strong, steady pull, finishing up with something very like a jerk, then recovering more slowly than the Harvards. Their backs are much more bent, and they do not seem to get so firm a hold. They row with oars rather longer, thus making up for less strokes. Harvard's stroke makes the men reach even farther forward, and row with perfectly straight backs, almost raising themselves off the seat at every stroke, giving the stretcher a most wicked kick at the beginning, and finishing up gracefully with their arms."

Thus the successive stages of rowing may be traced from exclusive use of the arms, at first, to use of the back and arms, then of the back and legs, with as little employment of the arms as possible, and finally to the principle of assigning to all the muscles of the body their fitting proportion of the work, but with the back and legs always the important factors.

Of the slighter modifications introduced from year to year it is impossible and unnecessary to speak. The adoption of sliding-seats caused a slower stroke. The traditional "straight back" and "catch on the beginning" of Harvard date back to 1866 or 1867. After the time of Mr. Wilbur R. Bacon there was no radical new departure in rowing at Yale until Mr. Robert J. Cook spent the winter of 1872-73

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in England studying English rowing and gaining information of infinite value, which was practically applied in 1873. Newspaper ridicule of the "English stroke" was changed by the result of the race which was heralded as a "victory for Cook and for the slow stroke of thirty to thirty-two a minute with full use of the back and loins." Of this race The *Harvard Book* says: "Physically the Yale crew were not remarkably strong, but their captain had been able, by great perseverance and labor, to infuse into his crew the principles he had learned in England, and also his own energy and spirit. A great deal is seen in the newspapers about the English style, as if it were a peculiar and well-defined style. The fact is the English rowing-men have very different styles. When Harvard's four-oared crew were in England, in 1869, their style was preferred by the London watermen to Oxford's, as more like their own. The longer the race the slower should be the stroke, and what has been called the English stroke by the newspapers is simply the long stroke which is rather peculiar to Oxford and Cambridge, and to them only, when rowing over the Putney course of four and a quarter miles. Since the introduction here of straight-away races, where there is no change or let-up like that allowed in turning a stake, the crew cannot live to row a quick stroke even in a three-mile race. This fact gives color to the statements that the present [1875] style of rowing has been adopted from England." In 1882 Yale changed to a short, jerky stroke, pulled principally with the arms, the bodies swinging very little from the perpendicular. I believe Mr. Cook promptly predicted defeat on first seeing this remarkable style of



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rowing, and his prediction proved correct both in 1882 and 1883. In 1884 the Yale crew returned to the old stroke, and after their victory Mr. Cook remarked, "We are now back to where we were in 1873," and he expressed a sincere hope that the "donkey-engine stroke" would not be seen again.

At Harvard there was a new departure in 1877, which may be roughly termed a change from the "Loring stroke" to the stroke taught by Messrs. Watson and Bancroft. This stroke was begun with the body well forward, and the successive motions were: "first, the swing up, with a hard catch on the beginning; second, the slide with the legs, the arms still rigid; third, the arm pull, bringing the oar-handle to the chest; fourth, after the oar-blade is lifted from the water, a quick, outward shoot of the hands; fifth, the slide back by doubling the legs, and, last, the downward swing of the body."

As to training, the prize-fighter school made its influence felt into the seventies. In 1871 the Brown oarsmen were limited to nine swallows of water daily, and in 1873 the Dartmouth giants were taken out directly after a hearty supper for a six-mile pull at full speed, on the old principle of "working food into 'em." Very naturally, four of the six were made sick, much to the surprise of John Biglin, their trainer. Fortunately, such ignorant and dangerous "training" as this has passed away. The best resources of science and experience are applied to the physical care of college oarsmen. With a physician, a trained specialist, at hand to decide whether or not the candidate is fitted to compete for boating honors, the old argument of the dangerous over-

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exertion, and so on, of rowing rarely finds support. It is acknowledged that there are men with tendencies to heart troubles, let us say, who should never enter a racing-boat, just as there are men forbidden by inherited appetites to touch a drop of wine. But the first condition of participation in competitive college athletics to-day is a competent physical examination.

All this is of comparatively recent date, and yet, if we had such an American record as Dr. Morgan's *University Oars*, I think we should find very few instances of permanent injury, even among our earlier and poorly cared-for oarsmen. Let us gather a few names from such records as there are at hand. In the race of 1852 Mr. Benjamin K. Phelps, afterward district attorney of New York, and Mr. George W. Smalley, the London correspondent of the *Tribune* for many years, were members of Yale's second crew, together with two future clergymen. Professor Alexander Agassiz was the bow-oar of Harvard's second crew in 1855, and he continued to row "on the Varsity" in 1856, 1857, and 1858. In the last year Professor Agassiz occupied the bow, President Emeritus Charles W. Eliot the waist, and the stroke was the veteran B. W. Crowninshield—his fourth year in the Harvard crew. I regret to find in the records of that unsophisticated time that this crew rowed and won a race at Boston for a purse of \$75, and another for a purse of \$100. According to the fine distinctions of these suspicious latter days President Eliot lost rank as an amateur oarsman. As the race of 1858 was abandoned, President Eliot never enjoyed an opportunity of rowing against Yale. Mr. Caspar Crowninshield, who made his

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début in 1858, rowed for three years, and was followed by Mr. F. Crowninshield in 1865—the third Harvard stroke furnished by the family. He, like Mr. William Blaikie, Dr. C. H. McBurney, and R. S. Peabody, the architect, was a member of the famous boating-class of 1866. The names of Richard Waite, William P. Bacon, Charles H. Owen, Hamilton Wallis, and S. C. Pierson are distinguished in Yale's earlier boating annals, and "Wilbur Bacon's crew" has become a tradition.

On the battle-field, as well as on the river, college oarsmen have made a record of courage and endurance. A member of the Yale crew of 1859 writes, "Within five years after the race every one of the Yale seven, and all but one of the Harvard six, held their commands as United States army officers." Mr. Brayton Ives, Yale's bow-oar in 1860, won the rank of Colonel in the Union army, and, according to a class history, was "in command of the troops who escorted General Grant to the conference with General Lee, which resulted in the surrender of the rebel army." In after years Mr. Ives was elected president of the New York Stock Exchange and president of the University Club in New York. Mr. A. P. Loring, a member of the Harvard crews of 1866, 1867, and 1868, pulled stroke of the four beaten by Oxford in 1869. Mr. Robert C. Watson rowed on the Harvard crew in 1867 and 1868, and his valuable counsel later to Harvard oarsmen showed that his enthusiastic interest in boating remained unabated.

Mr. William A. Copp entered the Yale crew of 1866, and rowed for four years, only to be beaten every year. Yale had just won a race when he began to row, but she won no

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other until he was a graduate of four years' standing. I know nothing regarding Mr. Copp's personality, but I am filled with admiration at his courage in coming up, year after year, only to face defeat. So the roll might be prolonged, McCook, Bone, Day, Ade, Kennedy, Kellogg, Thompson, representing a few of Yale's more persistent oarsmen, and Lyman, Simmons, Goodwin, Dana, Otis, and the Bacons serving the same end for Harvard. In this history there are two names which deserve conspicuous recognition—those of Robert J. Cook and William A. Bancroft. The author of the article on boating, in the *History of Yale College*, alludes to the fact that the class of '76 furnished for four years a captain of the university crew, and says: "This was Robert Johnston Cook, whose five years' practice of rowing at Yale, and quiet persistence in his determination to follow what seemed to him the best attainable methods of that art—spite of ridicule, abuses, and slander—resulted in a personal triumph and vindication quite unprecedented in the annals of American college-boating. It is simply a fact to say that no other collegian ever did so much to develop skill in rowing at Yale."

Mr. Bancroft, in 1876, pulled stroke of the Harvard six at Saratoga, and of the eight-oared crew at Springfield. He continued as stroke of the Harvard crew for three years more, winning three out of the four eight-oared races with Yale. Very few men have worked more faithfully in the cause of Harvard boating, or studied styles of rowing more carefully, than Mr. Bancroft. There are other oarsmen, among them the members of Yale's splendid crew of 1876, and of Harvard's victorious crews of 1877, 1878, and 1879,

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whose work should be recognized, but I can only single out a few, and I am confident that the memories of many of my readers will supply the deficiencies.

Since the Harvard-Yale University race to 1885 forms my subject I have passed over the class and single-scull races and the intercollegiate and other contests, like those with outside clubs and professional crews. In the earlier years of college-rowing, races with professionals, like the Ward and Biglin crews, were of common occurrence, and judges or referees at regular college regattas were sometimes selected from the same class. Harvard never employed a professional trainer in those years, although Yale crews, from 1864 to 1870, were under the care of "professionals."

The undergraduates themselves have an important though very different part in forming the character of these races. Nothing tended to lower college-boating in the eyes of outsiders so much as the disputes and recriminations which accompanied some Harvard-Yale races in their earlier years. Of these quarrels this article has taken little account, although in some boating records to which I have referred this acrimonious spirit has been preserved in permanent form. These issues are past, and it is the hope of all graduates that the newspapers will never again be filled with the squabbles of Harvard and Yale. The undergraduates of to-day have to sustain the dignity of their colleges and atone for some errors of their predecessors. This I think they are doing. This race is, or should be, a test of the picked men from the two colleges, pitted against

each other under conditions which each side should desire to make equal. In methods of training and styles of rowing each crew may well endeavor to surpass the other. But anything which savors of a professional spirit must be discountenanced.

To visit New London for the race is a very different thing from a visit to New London for itself. The old order has not wholly passed away, and contrasts of new and old face the lingering visitor on every side. The old mill stands in its mossy, shaded ravine as it stood in colonial days, and beside it the Winthrop mansion rears a front still stately, although insulted by the changes upon which it looks. Up on the hill the crumbling stones of an ancient God's acre preserve, in quaint phrase and eccentric rhyme, the memories of departed worthies, some of whom worshiped in a rude meeting-house hard by, while sentinels watched for the approach of prowling Pequots. The meeting-house has vanished as entirely as the Pequot. The modern church has usurped its place. But, just as the name of the Mohegans is preserved by a few descendants to the northward, so the earlier life of this seaport town is embalmed in its buildings scattered here and there, the old side by side with the new. Legends of Indian stratagem and Revolutionary warfare and tales of the stirring days when New London's wharves were lined with whalers and merchant-vessels are represented by the odd old buildings which the passer-by scans askance. Outside the town the contrast continues. Ancient gambrel-roofed cottages look down from the hills upon Newport-like villas and velvet lawns, and a stone dwelling which might pass for the tower of the Master of

A FINISH AT NEW LONDON



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Ravenswood stands within rifle-shot of a beach called "the Coney Island of Connecticut."

But this is not the New London of the boat-race excursionist. For him there waits the brilliant spectacle of a great race which can be seen under favorable conditions. On the eventful day he finds himself four miles up the river, eagerly scanning the red-roofed cottage across the water, or the boat-house farther up, below Yale's quarters on the point, until at last he sees stalwart student-oarsmen appearing on the floats, while the sunlight glistens on the polished shells raised in air for a moment, then tenderly lowered to the water. Now the two boats shoot across the river, welcomed lustily by the gaily beribboned throng which fills the long line of observation-cars.

Suddenly the cheers die away. The crews are in line. Behind them are sixty years of rivalry. Before them the silvery pathway of the Thames leads on past the navy-yard, past Mamacoke headland, to a wilderness of masts, and the grand-stand on the point, while the Groton Monument on the one side and the spires of New London on the other seem to mark the finish-line. And now, even while we are wondering at the beauty of the scene, a pistol cracks, and the roar of a thousand voices from the moving train breaks the silence of suspense. The crews are off, striving desperately for the vantage of the start, then settling down into their steady stroke. What can be better than this? Here before us are the best men of our two greatest colleges. For nearly a year they have led lives of ascetic self-denial. They have given up their pleasures; they have resigned their very wills to the con-

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trol of others; they have exercised aching muscles in gymnasiums, on the running-path, in long, hard rows, for months—and for what? All for this, for the twenty thrilling minutes of a race, which shall either proclaim their year's work naught or return them, crowned with laurels, to their college, to meet there such a triumph as awaited the victors in the Grecian games. Is it not magnificent, the sight of the splendid rivalry before us? Not one of these bronzed, sturdy giants needs the stimulus of the cheers wafted across from the shore. Each will put forth all that is in him, although his eyes grow blind and his heart break in the effort.

And now we see the eight broad backs in one boat rising and falling more and more quickly. Keen eyes on shore detect the spurt, and there is a note of fierceness in the yells hurled at the lagging crew. Now the latter quickens, and so the race goes on. Likely enough we can tell its outcome by the time the two-mile flag is reached. Then for two miles more we shall hear an exultant, frenzied cheering, mingled with the sullen shouts of the defeated. Now the noise redoubles. The excited crowd at the grand-stand have joined the chorus, and the yachts send back their cheers. Down close to the point, past the gaily decorated yachts, flash the two boats, and the roar of cannon tells the end of the race.<sup>1</sup>

<sup>1</sup> With acknowledgments to the *Outing Magazine*.

## PART II

1885-1912

IN 1885 the writer was a member of the Columbia University crew that journeyed to New London to row against the Harvard eight. We were quartered next door to Yale, and, not having any regular race on with the dark blue, we had a number of practice starts and brushes with them. These tests showed the two crews to be about even.

When Harvard arrived both Yale and Columbia were greatly surprised at the entirely new and unorthodox style of the Cambridge men. They sat very high in the boat; the torso swing had been shortened; but the slide had been lengthened, thus evening up matters. The conventional hard catch on the beginning was entirely wanting. Smiles were seen on Yale and Columbia faces, and Harvard was put down for a double defeat. But on closer inspection, the crimson men showed that they were perfectly together in every way. The lack of the initial hard catch was made up for by the vigorous heave which was begun after the stroke had commenced, and which was carried through to the very finish. And this was accomplished synchronously,

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in perfect unison—a difficult feat in this style of rowing, which is the stroke of single-scullers. The watermanship was as nearly perfect as we ever saw, and the boat traveled on an absolutely even keel at all times, despite the fact that the seats were so high. The rigging had been exceptionally well done, the four oars on each side always being parallel.

Columbia's race with Harvard came several days earlier than the date of the meeting between Yale and Harvard.

In an appallingly few strokes after the starting-pistol had been fired Harvard's rudder went out of our side vision like a flash. It seemed as though we were actually anchored. Harvard flew away from us. Spurts as we might, we could make no impression on their ever-increasing lead. When we returned crestfallen to the float at Gale's Ferry, the Yale men greeted us with ridicule, and remarked that the result was on account of "the stage-fright which you inexperienced New Yorkers had over you."

Yale's turn came. Harvard went away from them even faster than she had left us; and the dark blue was a minute and a quarter behind at the finish—one of the greatest differences in time in New London records.

But Harvard could not repeat. Although the next year she had seven of the original crew in the boat, she had lost that rare, good oar, Captain J. J. Storrow; and he had been in a most important seat—number seven.

In 1886 both Yale and Columbia, the latter coached by the writer, won from the crimson.

The loss of Storrow, and the inability of the Cambridge men to execute this difficult stroke as perfectly in unison

as they had done the year before, were the chief causes of their downfall.

Thereafter, as will be seen by the record, Yale had a long string of fifteen winnings, interrupted only by two Harvard victories, thus more than balancing the great majority which Harvard had before piled up.

Storror's phenomenal 1885 crew, which brought a new style as a model for Harvard rowing-men, really put a setback to her rowing, as, to a great extent, it counteracted the good old orthodox principles which Bancroft had won with, and which he had instilled into Harvard boating.

Several men of the "1885 school" tried in succeeding years to turn out a winning boat. And Messrs. Watson and Peabody, working together, coached a couple of years on former principles, but the change to the old style was too radical; the rowing-men in college could not "unlearn" their accustomed stroke.

There were two breaks in Yale's winning streak. The first came in 1891, when Henry Keyes developed the Harvard crew; and the second was in 1899, when Mumford and E. C. Storror coached the crimson.

Meanwhile "Bob" Cook and his pupil-protégés stuck to the well-defined old Yale style; and to their great work is due the consistently good rowing of the dark blue during a long period. For over a decade Mr. Cook continued to guide Yale, assisted by the able coaching of Dr. John Rogers, Jr., Alfred Cowles, Frederick Allen, and Edson M. Gallaudet.

Then followed a half-dozen years during which Gallaudet and Allen were the head coaches—the former having charge during the first half of the period.

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John Kennedy, the professional, had for years been assisting Cook and his followers in rigging the boats. He gradually took over more and more of the coaching until 1902, when he was made head coach. This position he held until the end of the season of 1911, when he retired.

Harvard made a decided departure in 1896 by inviting Mr. R. C. Lehman, the famous British coach, to come here and teach the English stroke. He drilled the crimson candidates during the autumn of 1896, and returned from England early in 1897 to coach until the end of the season.

That year Harvard rowed with Cornell and Yale at Poughkeepsie.

A number of days before the race Mr. Lehman, rowing at stroke, with one of the Harvard crew at bow, took the writer out in a pair-oared gig to demonstrate the English style which he was teaching to Harvard. The writer was surprised to see the extremely long swing toward the bow which the stroke entailed, and feared that the tax on the abdominal muscles during the recover would be too great for our boys. When this was told to Mr. Lehman, he replied, "We never have any trouble in England with this long swing past the perpendicular." But conditions which obtain in England are entirely different from those which exist here. There, almost without exception, the men who eventually "make" the Oxford and Cambridge boats start rowing as mere school-boys. They use the long swing during all of their preparatory boating, developing the abdominal muscles; and thus they become inured to the strain of this position. Here, except in rare instances, our college oarsmen have absolutely no experience before their fresh-

man year; hence they have not these developed abdominal muscles essential for the recover from the long swing toward the bow. This is precisely wherein Harvard failed. In every other essential the crimson rowing was beautiful. Cornell and Yale fought it out, the former winning by ten seconds, while the Cambridge men were decisively beaten.

The next year these three universities raced at New London, each using the style of stroke that it had rowed at Poughkeepsie, and the result was identically the same.

In 1904 Frederick Colson, the ex-Cornell coxswain-captain and former assistant coach, went to Cambridge for one year to teach Cornell's stroke. This also was an unsuccessful move..

The year following, James Wray, the professional single-sculler, was engaged by one of the boat clubs at Harvard, and was so successful that a little later he was made 'Varsity coach. He began by teaching all of his pupils to scull, and he still keeps this up. Through his good work the crimson has beaten Yale five times in the last six races, the last four wins having been in succession. Harvard has again struck her gait and is once more on top.

After the disappointments of the last few years, Yale has again made a radical change, and the pendulum of her rowing policy has once more swung back to the amateur graduate-coach system.

James O. Rogers, '98, captain of the '97 foot-ball eleven, afterward head foot-ball coach, and who rowed number four on the Yale 'Varsity eight at Henley in 1896, has been made

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head rowing-coach. He was a pupil of Cook, and has coached several freshman crews.

And in this connection it is interesting to note that Yale is now the only university, with the sole exception of Princeton, whose rowing is under the guidance of an amateur coach.

In the chapter on "Yale Boating," prepared by "Karl Kron" for the *History of Yale College*, there is a résumé of the Harvard-Yale races, republished by the author in the *Boat-race Bulletin*, of which he was the editor from 1878 to 1883. His record has been followed from 1852 to 1883, with some slight changes and additions.

### THE RECORD OF HARVARD-YALE RACES

#### FIRST PERIOD—1852-60—IRREGULAR RACES

1. 1852, August 3.—Lake Winnipiseogee, Center Harbor, N. H., 2 miles straight pull to windward in eight-oared barges, class of '53. *Oneida*, of Harvard, defeated *Halcyon*, of Yale, by two lengths; time about 10m.

2. 1855, July 21.—Connecticut River, Springfield, 1½ miles downstream and return, in barges. *Iris* (eight-oared) and *Y. Y.* (four-oared), of Harvard; *Nereid* and *Nautilus* (both six-oared), of Yale. Allowing eleven seconds' handicap per oar for the smaller craft, the times of the boats in the order named were 22m.; 22m. 3s.; 23m. 38s.; 24m. 38s.

3. 1859, July 26.—Lake Quinsigamond, Worcester, Mass., 1½ miles up the lake and return. Harvard shell, 19m. 18s.; Yale shell, 20m. 18s.; Harvard lap-streak, *Avon*, 21m. 13s.; Brown lap-streak, *Atlanta*, 24m. 40s.

4. 1859, July 27.—Same course and same shell-crews, in "Citizens' regatta." Yale, 19m. 14s.; Harvard, 19m. 16s.

5. 1860, July 24.—Same course. Harvard, 18m. 53s.; Yale, 19m. 5s.; Brown, 21m. 15s.

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### SECOND PERIOD—1864-70—UNIVERSITY RACES—SAME COURSE

- 1864, July 29.—Yale, 19m. 1s., won by  $42\frac{1}{2}$ s.
- 1865, July 28.—Yale, 17m.  $42\frac{1}{2}$ s., won by  $26\frac{1}{2}$ s.
- 1866, July 27.—Harvard, 18m. 43s., won by 27s.
- 1867, July 19.—Harvard, 18m. 13s., won by  $72\frac{1}{2}$ s.
- 1868, July 24.—Harvard, 17m.  $48\frac{1}{2}$ s., won by 50s.
- 1869, July 23.—Harvard, 18m. 2s., won by 9s.
- 1870, July 22.—Harvard, 20m. 30s., won by foul.

### THIRD PERIOD—1871-75—UNIVERSITY RACES

1. 1871, July 21.—Three colleges. Massachusetts Agricultural defeated Harvard 37s. (16m.  $46\frac{1}{2}$ s. to 17m.  $23\frac{1}{2}$ s.), and Brown 61s. (17m.  $47\frac{1}{2}$ s.); Harvard defeated Brown 24s.

2. 1872, July 24.—Six colleges. Amherst defeated Harvard 24s. (16m. 33s. to 16m. 57s.); Agricultural, 37s. (17m. 10s.); Bowdoin, 58s. (17m. 31s.); Williams, 86s. (17m. 50s.); Yale, 100s. (18m. 13s.); Harvard defeated Yale 76s.

3. 1873, July 17.—Eleven colleges. Yale defeated Wesleyan 10s. (16m. 59s. to 17m. 9s.); Harvard,  $37\frac{1}{2}$ s. (17m.  $36\frac{1}{2}$ s.); Amherst, 41s. (17m. 40s.); Dartmouth, 68s. (18m. 7s.); Columbia, 77s. (18m. 16s.); Massachusetts Agricultural,  $87\frac{1}{2}$ s. (18m.  $26\frac{1}{2}$ s.); Cornell, 93s. (18m. 32s.); Bowdoin,  $110\frac{1}{2}$ s. (18m.  $49\frac{1}{2}$ s.); Trinity, 154s. (19m. 33s.); Williams, 166s. (19m. 45s.).

4. 1874, July 18.—Nine colleges. Columbia defeated Wesleyan 8s. (16m. 42s. to 16m. 50s.); Harvard, 12s. (16m. 54s.); Williams, 26s. (17m. 8s.); Cornell, 49s. (17m. 31s.); Dartmouth, 78s. (18m.); Trinity, 101s. (18m. 23.); Princeton, 116s. (18m. 38s.); Yale fouled and withdrew.

5. 1875, July 14.—Thirteen colleges. Cornell defeated Columbia 11s. (16m.  $53\frac{1}{2}$ s. to 17m.  $4\frac{1}{2}$ s.); Harvard,  $11\frac{1}{2}$ s. (17m. 5s.); Dartmouth, 17s. (17m.  $10\frac{1}{2}$ s.); Wesleyan, 20s. (17m.  $13\frac{1}{2}$ s.); Yale, 21s. (17m.  $14\frac{1}{2}$ s.); Amherst, 36s. (17m.  $29\frac{1}{2}$ s.); Brown, 40s. (17m.  $33\frac{1}{2}$ s.); Williams, 50s. (17m.  $43\frac{1}{2}$ s.); Bowdoin, 57s. (17m.  $15\frac{1}{2}$ s.); Hamilton, time not taken; Union, time not taken; Princeton, withdrew; Harvard, defeated Yale 9 $\frac{1}{2}$ s.

6. 1876, July 19.—Six colleges. Cornell defeated Harvard 4s. (17m.  $1\frac{1}{2}$ s. to 17m.  $5\frac{1}{2}$ s.); Columbia, 7s. (17m.  $8\frac{1}{4}$ s.); Union, 26s. (17m.  $27\frac{1}{2}$ s.); Wesleyan, 57s. (17m.  $58\frac{1}{2}$ s.); Princeton, 69s. (18m. 10s.).

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### FOURTH PERIOD—EIGHT-OARED RACES—FOUR MILES

1. 1876, June 20.—Yale, 22m. 2s.; Harvard, 22m. 31s.
2. 1877, June 30.—Harvard, 24m. 36s.; Yale, 24m. 43s.
3. 1878, June 28.—Harvard, 20m. 44s.; Yale, 21m. 29s.
4. 1879, June 27.—Harvard, 22m. 15s.; Yale, 23m. 48s.
5. 1880, July 1.—Yale, 24m. 27s.; Harvard, 25m. 9s.
6. 1881, July 1.—Yale, 22m. 13s.; Harvard, 22m. 19s.
7. 1882, June 30.—Harvard, 20m. 47s.; Yale, 20m. 50s.
8. 1883, June 30.—Harvard, 25m. 46½s.; Yale, 26m. 49s.
9. 1884, June 30.—Yale, 20m. 31s.; Harvard, 20m. 48s.

### FROM 1885-1912

10. 1885, June 26.—Harvard, 25m. 15½s.; Yale, 26m. 30s.
11. 1886, July 2.—Yale, 20m. 41¼s.; Harvard, 21m. 5s.
12. 1887, July 1.—Yale, 22m. 56s.; Harvard, 23m. 10¾s.
13. 1888, June 29.—Yale, 20m. 10s.; Harvard, 21m. 24½s.
14. 1889, June 29.—Yale, 21m. 30s.; Harvard, 21m. 55s.
15. 1890, June 27.—Yale 21m. 29s.; Harvard, 21m. 40s.
16. 1891, June 26.—Harvard, 21m. 23s.; Yale, 21m. 57s.
17. 1892, July 1.—Yale, 20m. 48s.; Harvard, 21m. 42½s.
18. 1893, June 3.—Yale, 25m. 1½s.; Harvard, 25m. 15s.
19. 1894, June 28.—Yale, 22m. 47s.; Harvard, 24m. 40s.
20. 1895, June 28.—Yale, 21m. 30s.; Harvard, 22m. 5s.
21. 1899, June 29.—Harvard, 20m. 52½s.; Yale, 21m. 13s.
22. 1900, June 28.—Yale, 21m. 12¾s.; Harvard, 21m. 37¾s.
23. 1901, June 27.—Yale, 23m. 37s.; Harvard, 23m. 45s.
24. 1902, June 26.—Yale, 20m. 20s.; Harvard, 20m. 33s.
25. 1903, June 25.—Yale, 20m. 19¾s.; Harvard, 20m. 29¾s.
26. 1904, June 30.—Yale, 21m. 40½s.; Harvard, 22m. 10s.
27. 1905, June 29.—Yale, 22m. 33s.; Harvard, 22m. 36s.
28. 1906, June 28.—Harvard, 23m. 2s.; Yale, 23m. 11s.
29. 1907, June 27.—Yale, 21m. 10s.; Harvard, 21m. 13s.
30. 1908, June 25.—Harvard, 24m. 10s.; Yale, 27m. 45s.
31. 1909, July 1.—Harvard, 21m. 50s.; Yale, 22m. 10s.
32. 1910, June 30.—Harvard, 20m. 46½s.; Yale, 21m. 4s.
33. 1911, June 30.—Harvard, 22m. 44s.; Yale, 23m. 41½s.

The fastest time for the New London four-mile course is 20m. 10s., made by Yale in 1888.

## **THE HARVARD-YALE RACE—1885-1912**

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In 1896 there was no Harvard-Yale race. Yale went to England to row in the Henley Regatta, where she was beaten; and Harvard took part in the Intercollegiate Regatta at Poughkeepsie on June 26th, where she was second to Cornell, beating Pennsylvania and Columbia. Time: Cornell, 19m. 59s.; Harvard, 20m. 8s.

In 1897, on June 25th, Harvard, Yale, and Cornell rowed at Poughkeepsie. Cornell won; Yale was second. Time: Cornell, 20m. 34s.; Yale, 20m. 44s.; Harvard, 21m.

In 1898 Harvard, Yale, and Cornell rowed at New London. Cornell won; Yale was second. Time: Cornell, 23m. 48s.; Yale, 24m. 2s.; Harvard, 24m. 35s.

Harvard and Yale have rowed forty-five dual races, beginning in 1852 on Lake Winnipiseogee. Of these Yale has won twenty-three and Harvard twenty-two. And this of itself is an eloquent demonstration of the equality of the efficiency of their respective methods during all these years, for in environment and number of students they are closely similar. The record of Oxford and Cambridge is not nearly so even.

**THE END**



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